Whats Cooking at ULD CARE?

Bangkok
2nd. September 2015

Order of Business

- Lost and Missing ULD

- Obsolete Type Codes

- Temperature Controlled Containers

- TSO C172 Straps

- FCC/FRC/Fly Bag

- Speakers Corner

  - Dokash

  - Palnet

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Lost and Missing ULD

- ULD CARE Survey

  - 8 Respondents

  - Between them owning 70,000 ULD, about 8% of the global ULD fleet

  - Chart shows responses from the middle 6 (eliminated best and worst)

Airline	AKE/2013	PAG/PMC 2013	AKE/2014	PAG/PMC 2014
A	0.5%	0.7%	0.6%	1.7%
B	0.6%	1.6%	0.5%	1.3%
C	0.3%	0.3%	0.3%	0.3%
D	2.1%	2.9%	0.0%	1.3%
E	1.1%	6.1%	1.2%	8.5%
F	1.4%	1.4%	1.3%	1.3%
AVERAGE	**1.0%**	**2.2%**	**0.6%**	**2.4%**

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Issues

- Based on these figures the industry is loosing around 1% of its containers and 2.25% of its pallets each year, perhaps valued at US$ 13 million

  - Are there any good reasons why ULD are lost?

  - What about high value composite ULD?

Lost property

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..and how about lost nets and where is strap heaven ?

- Cargo nets and straps- textile items- accepted by the general industry as "discardable" items of no value

- Maybe TWO MILLION air cargo straps a year going to "strap heaven"

- How about Fire Containment Covers if/when their use becomes widespread?

A role here for ULD CARE?

- Should ULD CARE be establishing a "focus activity" in support of reducing missing and lost straps, nets and other ULD?

  - Web site

  - Newsletter/LinkedIn

  - Links to related organisations

  - Developing ULD CARE information and accountability assets

  - Tracking

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Type Codes to be deleted from the IULDUG system

Container

AA4	AJA	AMB	AMH	DXF	HAK
AMU	ASE	ASG	AVB	MAP	HAY
AVJ	AVN	AVY	AW2	MMA	HAZ
AWX	AXP	AYX	AYY	MYX	JYP
AZA	DKX	DVE	DXE	NLA	KMA

Pallets

PAW	PBC	PDJ	PLW	PWB	PWR
RAU	SAA	UAJ	UAK	UDG	UQ8
FNA	FPC	FZE	FLS	PYY	SAX

DELETION FROM THE ULD CARE IULDUG SYSTEM DOES NOT MEAN THAT UNITS CANNOT BE IDENTIFIED BY THESE CODES, IT JUST MEANS THAT THE IULDUG SYSTEM WILL NOT RECOGNISE AN INTERLINE TRANSACTION OF A UNIT HAVING THIS CODE

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Obsolete Codes

Type Codes to be retained in the IULDUG system

ULD Type							
AAD						FX	5X
AKN	DL	PR	JL	AF	AC	NH	
DAF						NH	
MKN						NH	
P1A				AF			
PAH						FX	5X
PMZ			JL				
UAP				AF			
UMC				AF			

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Acknowledgements

- Goodbye to the LD1 !

- Thanks to the project team

    - Frits Roukens- KLM

    - Steve Collins- CHEP

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Temperature Controlled Containers (TCC)

- Fastest growing sector of the air cargo industry

- Hardly a month goes by without an airline announcing a new "Cold Chain" product

- Hardly a month goes by without a cargo handler announcing a new "Cold Chain" logistics facility/hub
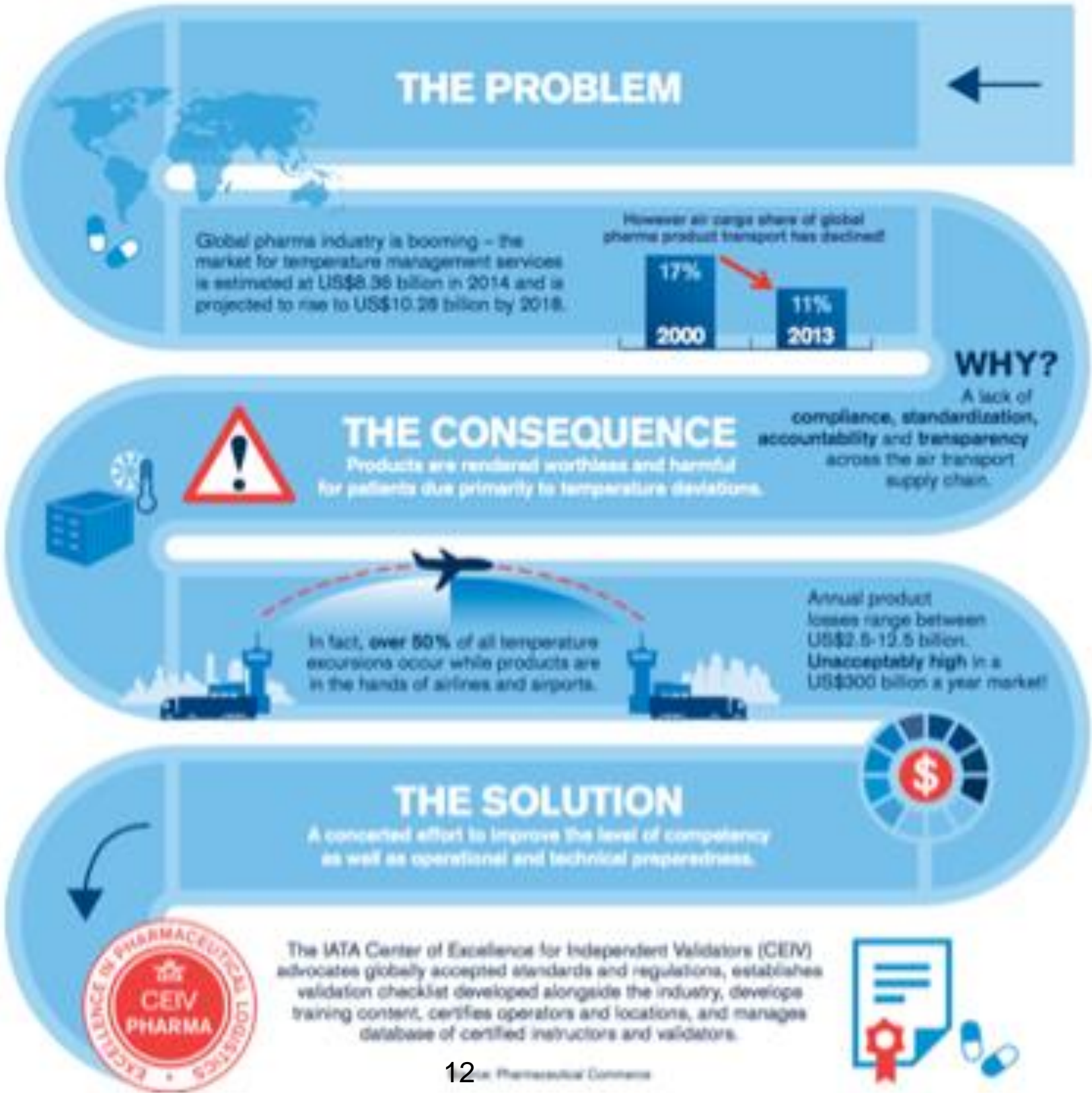

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BUT……

- 4 out of every 5 failed Pharma shipments are by air

- Share of the global market for transport of Pharma products is moving in favour of ocean freight

> ↗ 'The international (logistics) cold chain fundamentally remains a non GMP/GDP operation using non pharma staff, where the fragile nature of the product and potential patient risks may be largely unrecognised and where regulatory audit is fragmented and problematic...' **MHRA**

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Pharmaceutical Transportation
How to Increase Air Cargo's Market Share

THE PROBLEM

Global pharma industry is booming – the market for temperature management services is estimated at US$8.36 billion in 2014 and is projected to rise to US$10.28 billion by 2018.

However air cargo share of global pharma product transport has declined:
17% (2000)
11% (2013)

WHY?
A lack of compliance, standardization, accountability and transparency across the air transport supply chain.

THE CONSEQUENCE
Products are rendered worthless and harmful for patients due primarily to temperature deviations.

In fact, over 50% of all temperature excursions occur while products are in the hands of airlines and airports.

Annual product losses range between US$2.5-12.5 billion. Unacceptably high in a US$300 billion a year market!

THE SOLUTION
A concerted effort to improve the level of competency as well as operational and technical preparedness.

The IATA Center of Excellence for Independent Validators (CEIV) advocates globally accepted standards and regulations, establishes validation checklist developed alongside the industry, develops training content, certifies operators and locations, and manages database of certified instructors and validators.

CEIV PHARMA

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- Questions for the industry

  - Is it expecting too much to take a sophisticated TCC, containing a valuable and temperature sensitive cargo and launch it into the typical air cargo operating environment?

  - Is there an over reliance on the TCC resilience and an under reliance on the human factor?

  - Does the average ground handler have sufficient knowledge of ULD operations to support TCC operations?

    - Facilities

    - Competence in general ULD operations

    - Management awareness

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A role here for ULD CARE?

- Should ULD CARE be establishing a "focus activity" in support of better quality TCC operations?

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TSO C172 Straps

- Effective 1 January 2016 .The use of non-TSO approved straps for cargo primary tie-down shall be discontinued as of 1 January 2016 in the framework of the IATA ULD Regulations. Only TSO/ETSO C172 approved straps will be allowed

M	T	W	T	F	S	S
28	29	30	31	**1**	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

Mandatory to use only TSO C172 Cargo Straps

Global

Friday 1 Jan

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AC 120-85A

- 39 mentions of the word "Strap" (16 in AC 120-85)

- 5 mentions of TSO C172 (0 in AC 120-85)

- Par. 3.3.2.2 "….The straps authorized by the operator should be uniquely identified, such as with a manufacturer part number, in the operator's operating manuals, and should meet the minimum requirements of TSO-C172, Cargo Restraint Strap Assemblies"

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Strap Operating Pain Points

- Within Use By Date

- Condition within the ODLN/ OEM limits

- No mixing of strap types

- No mixing of owners

- Removal from service of expired straps

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Spider Nets

- TSO just around the corner….

- Proposed ULD Regulations to require use of only TSO approved spider nets from 1 Jan 2018

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DG Containment

- The Lithium Battery discussion continues…and continues…and continues…

- At a ULD level NTSB Safety Recommendation Nov 28 2012 states:*Ensure that cargo container construction materials meet the same flammability requirements as all other cargo compartment materials in accordance with Title 14 Code of Federal Regulations 25.855. (A-12-69)*

- *"Work in Progress" on the standards/regulatory side*

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Perspectives from the OEM's

- Cargo Network/ Air Bag

- Amsafe Bridport

- Trip

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Whats ULD CARE's role in this?

- Any kind of "containment" solution is going to involve the use of

  - costly products

  - require unique handling techniques

  - need additional training of operations staff

  What support can ULD CARE provide ?

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A role here for ULD CARE?

- Should ULD CARE be establishing a "focus activity" in support of better quality FCC/FRC operations?

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Speakers Corner

- Dokasch

- Palnet

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Thank You

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